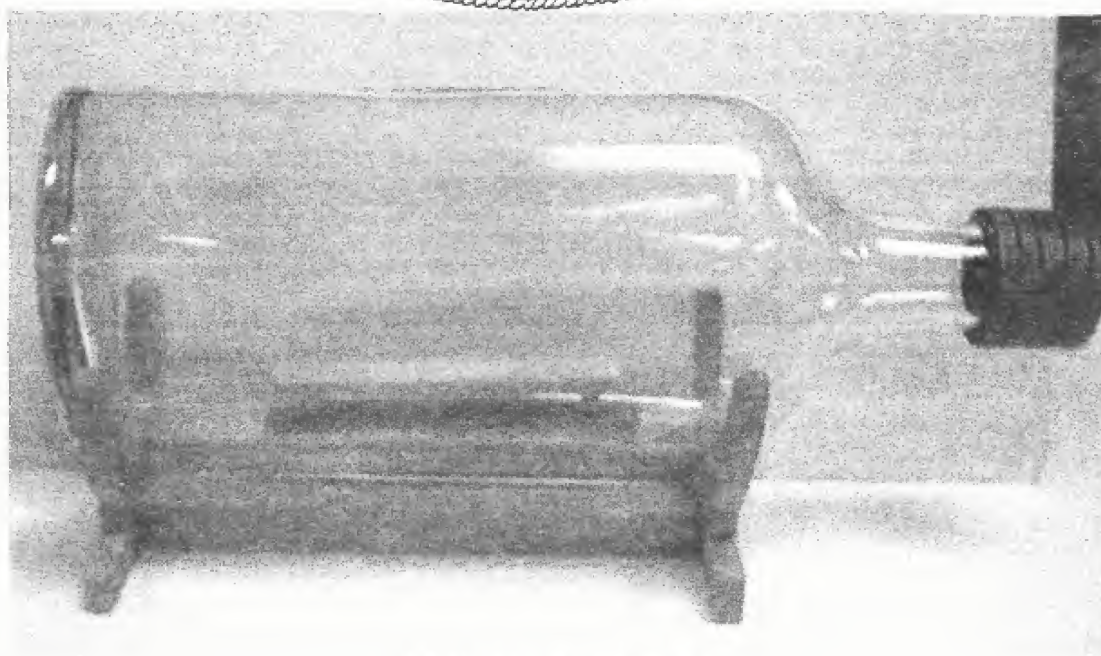




2000-1



**USS. EGAN
SV 007**

THIS SHIP IS THE U.S. NAVY'S NEWEST TECHNOLOGICAL WONDER AND MOST HIGHLY GUARDED SECRET. A STEALTH SHIP. THE MATERIALS USED TO BUILD THE ORIGINAL SHIP AND THE MODEL ARE INVISIBLE TO THE NAKED EYE.

From JoAnn Carlton, V.P. of the Suncoast Ship Model Society

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a ship-in-bottle builder. For a membership application, please write to the Membership Chairman – George D. Villiers-Furze, 1935 28th Ave., San Francisco, CA. 94116 U.S.A. **ANNUAL DUES** ARE \$20.00 per year, for both North American and Overseas members, except for Overseas members wishing to receive *The Bottle Shipwright*, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to George D. Villiers-Furze at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

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DEADLINE for submission is the second month of each quarter.



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HATS & T-SHIRTS are available in white only. The baseball caps with emblems are \$6.00 each. White T-Shirts with the emblem come in Small, Medium, Large for \$15.00 each. Extra Large add \$3.00, Extra/Extra Large add \$5.00 each. Please send Check or Money Order Only **PAYABLE TO: Raymond Handwerker** at 5075 Freeport Drive, Spring Hill, Florida 34606 U.S.A. Overseas members add \$2.00 for shipping.

The Bottle Shipwright

Volume 18.

Number 1.

Association Officers

JACK HINKLEY.....President
FRANK SKURKA.....Vice President
GEORGE D. VILLIERS-FURZE.....Membership
ADAM MELLO.....Treasurer
RAY HANDWERKER.....Editor
SAUL BOBROFF.....Back Issues
RAY HANDWERKER.....Decals / Patches
ON THE COVER SV 007 A stealth ship
in a bottle, by JoAnn Carlton.

Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

BACK COVER Something to make you
feel your age.

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THAT IS ALL!

ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

The Ships In Bottles Association of America has been invited to join with the Dossin Great Lakes Museum on Belle Isle Island, Detroit, Michigan and the Great Lakes Maritime Institute to join with them in the year 2001 to present a collection of ships-in-bottles for public viewing at the Museum as part of the celebration of the 300th anniversary of the City of Detroit Michigan.

As a result we are beginning to make plans for a three day Conference and start of a Bottleship Exhibition for the weekend of April 27,28,29 at the Museum. This is the traditional week end for the Museum's "fitting out" event. It is the time of the year that the lake vessels begin to get ready for the coming season. The Museum is generally host to good crowds of visitors on opening Saturday. Hopefully they will have an opportunity to view our bottleships which will remain on public display until November when they will be returned to their owners.

The event will open with a reception on Friday evening at the Museum. Saturday at the Museum and a dinner away from the Museum and will continue to Sunday noon.

A Conference and Exhibition is a great opportunity for you to meet other members of the Association and see their work and to have your work viewed by the public for several months. WE NEED YOU MEMBERS TO JOIN IN AND PARTICIPATE TO MAKE THE EVENT A SUCCESS. WE WANT YOU TO ATTEND THE CONFERENCE. Bring your wife as there are nearby attractions for them to visit. If you can't attend we request that you SEND model(s) to the Museum for display so that we can make a good showing to the public. It is great publicity for us.

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btishprt @ innet.com.

Ray Handwerker

(the prez sez, continued)

Inside of this issue of the Bottle Shipwright you will find a copy of the Proposal for the Exhibit and Conference. These are the rules by which we are operating. Please note that the Great Lakes Maritime Institute is footing the cost of returning the models to their owners. You will find in this issue a tear-roff Notice of Intent to Attend the Conference which we would like you to fill out and return to J.Hinkley no later than April 30, 2000.

There will be additional information regarding the Conference in following editions of the bottle shipwright.

Other three day Conference have been great affairs so let's try to make this one just as great. It is up to all of us.



HIT THE BOTTLE

Jack

And finally, your editor would like to welcome our two new officers to the grind. George D. Villiers-Fruze takes over as Membership Chairman and Adam Mello will handle the coins. My thanks to Don Hubbard for helping me through all the problems over the years. But now I expect to see photo's of the new SIG's he is going to build.

Now-let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Stephen W. Farmer, 110 Brookview rd. Wilmington, North Carolina. 28409.
Dennis Favuzzi, 820 Garden St. Apt.1, Hoboken, New Jersey. 07030.
Leonard T. Finn, P.O.Box 759, Norfolk, Massachusetts. 02056.
Glen Fryer, 6 King St. Crescent, Toronto, M9N 1K6, Ontario, Canada.
Jerry D. Plant D04972-D4-239 Box 5002, Calipatria, California. 92233.

ADDRESS CHANGES.

Edgar H. Fisher Jr, 114 Hayes Circle, Rex, Georgia, 30273.
William W. Howat, 12 1st, St. Apt.1211, Salem, Massachusetts. 01970.
Robert T. Hultz, 6725 Hundred Acre Dr. Cocoa, Florida, 32927.
Martin Maciejewski, 1122 W. Palo Verde Dr. Phoenix, Arizona, 85013-1634.
Steve Moseley, 222 Senator Pl. Apt.# 35, Cincinnati, Ohio. 45220.
Carolyn Pinter, 8 Silva St. #4 Carven, Massachusetts, 02330.
Barry C. Smith, 2350 North Terry, Sp. 111 Eugene, Oregon, 97402.
Dominic F. Zinnie, 5315 Summerlin Rd. #8 Ft. Meyers, Florida, 33919-7630.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

"WAVERTREE" Sails Again.

The famous three masted, 293 foot long sailing ship "Wavertree" of New York's South Street Seaport Museum fame, is being refurbished and repaired to join the OPSAIL 2000 Parade of wind ships on the 4th of July 2000 in New York Harbor. The museum's waterfront committee with a staff of trained volunteers are restoring the ship.

Support comes from various private citizens foundations, and the New York State Office of Parks, Recreation and Historic Preservation.

Several Corporate sponsors contributed to "Hoist the Sails" a fund for purchasing the much needed sails.





Detroit 2001

Year 2001 SIBAA Exhibit in Detroit, Michigan

by Joe Barr

Hopefully you'll be able to participate in the Ship in Bottle Association of America's exhibit in Detroit, Michigan in 2001 either by attending in person or at least by sending a sample of your work. The exhibit will open during the weekend of 27-29 April 2001. If you plan to drive to Michigan, the trip to and from Detroit will be half the fun. Here are some museum ships and nautical sites that you might want see.

Coming from the east, there is the 1813 brig *NIAGARA* in Erie, PA. It's a reconstruction of the original ship, part of Commodore Perry's fleet used in the Battle of Lake Erie. Although Erie is her home port, she does sail, so you might want to contact the museum to see if she'll be in port. Further west, there are two Great Lakes freighters which are museum ships: the 1925 *WILLIAM G. MATHER* in Cleveland, Ohio and the 1911 *WILLIS B. BOYER* in Toledo, Ohio.

If you're driving from Eastern Canada, you may want to stop by the Marine Museum of the Great Lakes at Kingston, Ontario which even has the 1958 Canadian Coast Guard's *ALEXANDER HENRY* as a bed and breakfast ship. You can also view ships close up along the St. Lawrence Seaway and along the Welland Canal which by-passes Niagara Falls. By the way, a common way to get to Detroit from the eastern states is to cross over into Canada at Niagara Falls and then drive across Ontario to Windsor. You then have your choice to either use the Detroit-Windsor Tunnel under the Detroit River or to cross into Detroit using the Ambassador Bridge.

If you're driving from areas west, here's a list of some ships that you might want to see. Milwaukee, Wisconsin has the new three mast schooner *WISCONSIN* built along the traditional late-1800s lake schooner lines. And the 1905 *MILWAUKEE CLIPPER*, a steel passenger ship rebuilt in the 1950s, is in Muskegon, Michigan.

If you are adventurous, have the time and if the weather cooperates, I recommend a tour across the Mackinac Bridge and up to the locks at Sault Ste. Marie, Michigan. But that's a major trip since it's a four to five hour drive to get there from Detroit, but the experience is unique and northern Michigan is quite unlike the urban southern portion of the state. If you don't have that kind of time and you want to see one of the northern Great Lakes, you can drive up to the Blue Water Bridge between Port Huron, Michigan and Sarnia, Ontario. The whole drive from Detroit is via freeway and can be done in less than an hour. In Port Huron, the old lightship *HURON* is open as a museum and docked next to it is the Coast Guard ship *BRAMBLE*. If you have the time, you can try returning to Detroit by driving along the St. Clair River for some lovely sights. At Port Huron, besides seeing Gratiot Lighthouse, you'll see the vast expanse of Lake Huron. By the way, while you're in the Great Lakes area, remember that there are many lighthouses all along the coasts of this state. Many of them can be visited at close range. If you have access to the web, I recommend that you visit www.boatnerd.com. That site has hundreds of photos of Great Lakes ships and a long list of Great Lakes links.

Once you get to Detroit, there is plenty to see and do in the metropolitan area. First of all, remember that Detroit is right across the river from Windsor, Ontario. So if

you want to visit a foreign country, this is your chance. If the weather is nice, Windsor has a lovely riverside sculpture park and a number of other city gardens that should have beautiful Spring blooms. Windsor is also well known for its many small specialty restaurants and shops. Also, both Windsor and Detroit have new large casinos.

In downtown Detroit there are a number of restored 1920's era theaters with full calendars of events. As you can expect in a large city, there are also quite a number of very large malls throughout the metropolitan area if you want to shop. A local world-class attraction is the Henry Ford Museum/Greenfield Village complex in Dearborn, Michigan - maybe a half hour drive from downtown Detroit. This complex can easily take a full day to tour if you have the time, or it can easily be broken up into shorter tours. It is an excellent museum of American life and history and there are plenty of American arts and crafts on display. Throughout the metro-Detroit area there are also a number of mansions from the automobile families that are open for tours. The Edsel and Eleanor Ford house in St. Clair Shores is particularly notable and you can even get lunch on the grounds. These mansions are simply lovely to see. Much of Detroit's history in this century revolves around the automobile industry and the families involved with that industry. The involvement of those families has contributed to the development of some notable cultural institutions. One of the best is the Detroit Institute of Arts, just five minutes from downtown Detroit. It is one of the top art museums in the country and it's well worth a visit. There are a number of other well known museums in that "cultural center" of the city.

The Dossin Great Lakes Museum, where the SIBAA exhibit will be located, is part of the Detroit Historical Museums. The Dossin is a small museum totally dedicated to Great Lakes ships and boats. The exhibit hall has large windows facing the river so you can see the ships sailing by. It's a beautiful site located on Belle Isle at the mouth of the Detroit River. The entire island is a city park about the size of New York's Central Park. Our exhibit is part of the tri-centennial celebration of the founding of the City of Detroit. The exhibit will open during the weekend of 27-29 April 2001. That's the traditional weekend for the museum's "fitting out" event. Since the Great Lakes freeze during winter, the large commercial freighters, as well as the small private pleasure craft, shut down for the winter months. Then in Spring, the vessels are "fit out" for the new season. In April in Michigan, I doubt if any private pleasure craft will be fitting out, but the freighters will be in that process and some will already be underway. Any way, the museum hosts an annual "fitting out" event and for the year 2001, the plans are for that event to be the public opening of the SIBAA exhibit on Saturday, 28 April. The museum staff encourages any of our members to do special exhibits or show-and-tell demonstrations for the public on Saturday. On Friday, 27 April, there will be a private evening opening for SIBAA and Great Lakes Maritime Institute folks (GLMI is the organization that is funding the return shipping costs for our models). So if you can make the opening of the SIBAA exhibit at the Dossin Museum, you will certainly enjoy yourself.

Proposed Exhibit and Meeting of the Ships-in- Bottles Association of America (SIBAA) in Detroit, Michigan in the year 2001.

Where: Dossin Great Lakes Museum, 100 Strand Drive on Belle Isle, Detroit, MI 48202. Curator John Polacsek. Phone: 313/852-4051

When: The exhibit of ships-in-bottles will start on Friday evening (27 April 2001), with a meeting of the SIBAA at the museum, and the exhibit will remain until it closes later in that year.

SIBAA Local Representative: Mr. Joe Barr, 15590 Chestnut, Eastpointe, MI 48021, Phone: 810/774-8267.

This exhibit of Ships-in-Bottles will be held in conjunction with the anniversary of the City of Detroit's 300th anniversary. Although the SIBAA members will be encouraged to submit their models for display, models from non-members of the SIBAA will also be accepted for display. The models submitted will typically be ships-in-bottles, but other bottled items such as non-nautical vehicles, diorama and other types of work will also be acceptable as long as those works are "bottled". The term "ships-in-bottles" or "models" refers to all of these items. Exhibitors will be encouraged, but not required, to submit models that in some way are associated with Detroit or Great Lakes shipping, or with the various ethnic heritages of the immigrants that settled in southeastern Michigan. Detroit, Michigan has been under the following flags in its 300 years: French, British and American. Furthermore, Detroit has very close ties with Canada. Throughout its history, Detroit has become the new home to immigrants from all over the world. Salt water vessels have sailed on the Great Lakes for many years. At first, voyageurs paddled canoes into Georgian Bay, then the Erie Canal and the Welland Canal were opened which skirted Niagara Falls, and finally the St. Lawrence Seaway opened up trade with the oceans. So almost any type of vessel can easily be of interest in the Detroit area.

The museum Curator will decide how to best set up the exhibit and whether or not to divide the models into any categories (perhaps by nationality, or by sail and engine powered, or by size). The museum staff will set up the display of ships-in-bottles in the DeRoy Hall of the museum in glass cases along the wall, or other suitable area of the Dossin Great Lakes Museum. Each ship-in-bottle will have a label identifying the builder, home town of the builder, and up to five lines of descriptive material provided by the builder. Models from foreign countries will be accepted for exhibit. Antique ships-in-bottles/models will not be accepted.

All models will be sent directly to the museum by each maker using only UPS shipment. Each model must have a Dossin Museum loan form with it. No more than two models

per maker will be accepted. Models must be no more than 12 inches wide so that they can fit in the glass display cases.

Models must arrive at the museum no later than Tuesday, 13 March 2001. The address is:

Dossin Great Lakes Museum
Ship-in-Bottle Exhibit
100 Strand Drive on Belle Isle
Detroit, MI 48202
U.S.A.

The original packing and packaging material may be reused by the Museum staff to repack each model for return to each maker.

The museum will provide insurance for the models while they are at the museum, but no value over \$1,000 will be covered. The value of a model will be stated on the loan form filled in by the maker.

The normal security measures will be followed by the museum throughout the time of this exhibit. The display cases will be locked. Security personnel will be on duty whenever the museum is open and the museum will be adequately locked during non-duty hours.

Publicity will be handled by the Detroit Historical Museums, however the SIBAA local representative (Mr. Joe Barr) can provide information to various media to support this exhibit.

SIBAA members are welcome to make arrangements with the museum Director throughout the course of the exhibit if they want to provide a demonstration of their skills.

On Friday, 27 April 2001, the Dossin Great Lakes Museum will make its facilities available for an opening ceremony and a meeting of the Ships-in-Bottles Association of America. The date and time of this event will be settled later. Light refreshments will be provided by the Museum.



Your Editor at the February 3rd meeting of the Suncoast Ship Model Society, giving an in depth demonstration of putting a ship in a bottle. The two small sib's were gifts from Bob Frederick in Seattle, Wa. I wish they had come out better (photo wise) as they are beautiful sib's and I'am very proud to have them. Thanks Bob.

CONFERENCE NOTES

INSURANCE ON MODELS

When you send models for display be sure to attach a note to each model stating your dollar value for insurance. The Museum will provide insurance on each model while it is at the museum up to \$1000.00.

DOSSIN MUSEUM LOAN FORM

The Dossin Museum requires a Museum Loan Form to accompany each model and for their purposes the following is required: To obtain such a form you must write to: Mr. John Polacsek, Curator, Detroit Great Lakes Museums, 100 Strand Drive on Belle Isle, Detroit MI 48200 and request a Loan form for each model that you intend to send to the Museum for display. After the form is received and filled out it must be returned to Mr. Polacsek no later than Tuesday, 13 March 2001 (The date all models must be at the Museum). My suggestion; fill out the form and return it immediately.

HOTELS/MOTELS

There are a number of reasonably priced hotels/motels in the adjacent area of Dearborn where, after we know the number of members attending, a reasonably priced motel will be selected and asked to block a number of rooms for our members. Members will make their own reservations. Evening gatherings in members rooms have been an integral, interesting, informative and best times of past Conferences.

TOURIST ATTRACTIONS

There are numerous tourist attractions nearby to attract wives who might not care to be at the Conference. Notably among these attractions is the famous Ford Museum and Greenfield Village with an IMAX Theatre. Also, there is the Detroit Historical Museum and the Edsel and Elinor Ford residence. I am sure shopping malls are there to entice the ladies.

Further information regarding Conference events will be forthcoming in the BOTTLE SHIPWRIGHT after we learn of the number of those attending.

Kai-cho

I like this seen printed on a senior citizen's T shirt - - - "If things get better with age.
I must be bordering on magnificent".

I plan on living forever. So far, so good.

I am in shape. Round is a shape.

March 17, 1997

Mr. Ray Handwerker
Editor
Ships in Bottles Association of America



Above. The " Queen Mary " by Tom.

Dear Mr. Handwerker:

As part of their twentieth anniversary, the Ford Motor Company employees' "Sea Horses Scuba Diving Club" invited the Michigan members of the S.I.B.A.A. who live in southeast Michigan to participate in their celebration. They had, as their theme, "Great Lakes Shipwrecks," and featured in their show all kinds of scuba equipment, videos, and pictures of wrecks, lighthouses, ships, bells, & whistles that have been salvaged from over 3,700 shipwrecks on the Great Lakes.

Initial contact was made by Mr. Mark McRae thru the Internet, and the response to his quest for information came from our fellow member in Russia, Mr. Astem Popov. Mr. Popov gave him names from the S.I.B.A.A. membership roster put together by Mr. Don Hubbard.

On February 22, 1997, three of us displayed our ships-in-bottles at Ford Motor Company headquarters in Dearborn, Michigan. Present were Tim Emala of Inkster, Marc Bolter of St. Clair Shores, and myself, Thomas Lemon, of Northville, Michigan. This was the very first showing for all three of us, but we managed to show 26 ships-in-bottles between us.

We were dazed by the crowds, the interest, the questions, and amazement of the people attending that so much could be done in a bottle. Needless to say, we were very unprepared. We had no signs or price lists, nor advertising material to hand out. We did have a great time, though, and thoroughly enjoyed the experience. Just wait until next year; we will be ready!

Of interest to our fellow members of S.I.B.A.A., there is an organization called the "Great Lakes Maritime Institute," which is associated with "Dossin's Great Lakes Museum" located in southeast Michigan. The membership fee is thirty dollars per year. There is also a booklet entitled, "The Telescope," published six times a year which is a jewel of information and pictures of Great Lakes vessels. Through the museum, you can also get plans of just about any vessel that has sailed the lakes for a very minimal fee (there is a discount available at the gift shop). By the way, the membership fee is tax deductible.

We hope you can use the enclosed pictures. They are the best we have of our showing. We were located in an area that reflected a great deal of light off the snow outside.

Sincerely,

Thomas W. Lemon
16171 Tiverton Ct.
Northville, MI 48167

P.S. The address for those interested in the "Great Lakes Maritime Institute" is:

Great Lakes Maritime Institute
Dossin's Great Lakes Museum
Belle Isle, MI 48207



Lt. Marc Bolter.

Ctr. Tim Emola.

Rt. Tom Lemon

The editor (me) would like to extend to the gentlemen in the photo above a long overdue apology. I didn't forget you or ignore you and your input. But I did screw up and mis-file it. I hope you will accept my heart felt apology.

And yes folks the date on the letter is march 17,1997.



Above. The Ford Ore Carrier
" Edward R. Breech" and in
the background a North Sea
Herring Fishing Boat. built
by Tom.
Center. Marc's Suitcase
display unit.
Bottom. The table display by
Tom and Tim.



Ctr.right.
Marc's
Brig.





- We start the new century with five new members most of whom arrived by E-mail so there is not a lot of information to pass on. Stephen W. Farmer, of Wilmington, N.C. has completed and given away about a dozen, except for a topsail schooner made into a desk lamp by converting a bankers lamp and a 3 masted barque in a 3 liter wine jug. (I would like to see a photo of the one in a lamp for the Bottle Shipwright). Dennis Favuzzi, of Hoboken, N.J. started with a kit " The Princess Royal 1841" and Glen Fryer, of Toronto, Canada, a retired teacher who at one time taught a school class the art of building ships-in-bottles. Leonard T. Finn, of Norfolk, Ma. came with an E-mail address (see the list in the back) but no comments about experience. And Jerry D. Plant, Of Calipatria, Ca. Sent along a letter from Wells Fargo thanking him for a miniature Stage Coach that he donated to there Historical Services. He is also looking for some one to assist him in selling his works. So gentlemen, Welcome Aboard and remember, this journal is about you, what you do and how you do it. Have a helpfull hint, tip, some photo's of your work ? send them in . Questions, problems, send them in also and we will try to help.

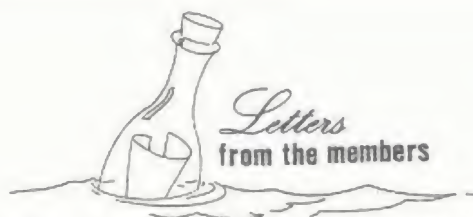
The photo below of Charles (zippo) Hand's USS ROANOKE in a 20oz. Arizona brand herbal tea bottle. The Roanoke was a three turret-ed Monitor of the Civil War . The boats were formed of lead foil with styrene floorboards and seats. Styrene was used for the dodgers, awnings and masts; plus some photo etched railings, ladder and anchor.





Above and below are photo's of Russian Member Gladilin Vsevolod's excellent work.





Now, if you thought my mis-filing of the 1997 letter was bad, you ain't seen nothing yet. How about the following photos that Juzo Okada sent me in 1995. Gentlemen, My humble apologies. Left; Naginata Boko a Gion festival float by A. Yamaguchi. Right; HMS Hyperion by K.Hata. Bottom ; a self portrait by T. Matsunaga. All were new in 1995.

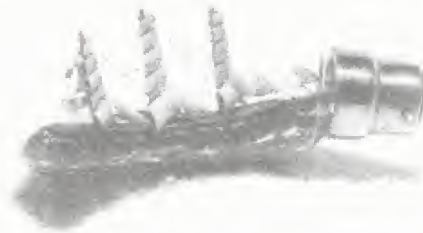




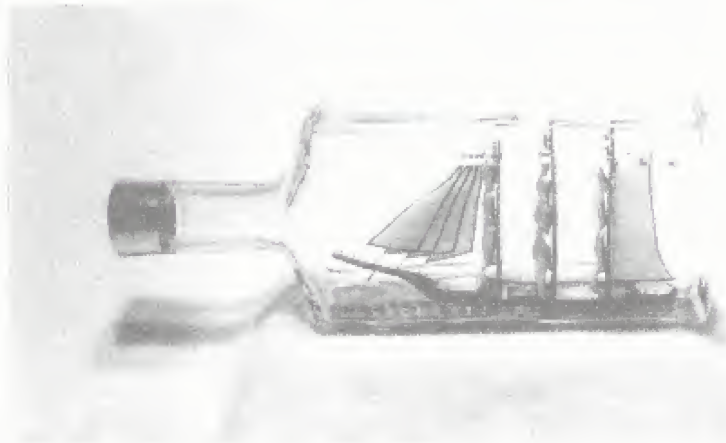
Top: Kouanmaru by S. Washino. Center: Mishigan by T. Sawahara.
Bottom: Cynara by Y. Yamaji.



And finally (for this issue) while it probably isnt a world record it has to be close. Russell R. Rowley , of Seattle sent these next photos taken from his collection in as filler. What ? oh, when ? ah- July 28th. 1991. oops.



Above: Ship in an old radio tube. The tube is 4and 3/4" L.O.A. Diameter is 2 1/4". unusual construction, Sails made of tin, masts stepped into deck. 60-70 years old.



Above: Made in Poland by a Polish fisherman, and sold in Seward, Alaska in 1988. Ship bears the name " Linda "



Above: The Thomas G. Thompson (AGOR-23) University of Washington's New Research Vessel built by Halter Marine at Pascagoula Ms. for the University's School of Oceanography. She is ready to depart on her Maiden Voyage. Russell serve(s) (d) aboard her. Below: a Steamship in a 4/5 quart liquor bottle. Appears to be old. Sky and clouds are painted in the bottle. Maybe 80-90 years old.



Below: Two ships in a bottle made by Aubrey Dunning of Holland Very skillfully done and an unequalled sea and sky (1987)





Peter Geerlings of Amsterdam a friend of Charles Hand sent this photo of his work to Charles who sent it to me. The Mill runs on batteries. And the other photo is of a work by Charles (zippo) Hand that he calls 1776 Spirits. Very loosely based on the 1876 painting by A.M.Willard, " The spirit of 76," in Abbott Hall, Marblehead, Mass.



SHIPS OF IVORY
Jack Hinkley

A two hour drive west of Pittsburgh took us to Sugar Creek, Ohio and Dutch Valley in the heart of Ohio Amish country. Amish delights such as food, furniture, meat and vegetables abound but it is the David Warther scale model ships of ivory that will make everything else secondary to anyone who has an affection for model ships be they case models or bottle ships.

In a small building that is labelled by an outside sign, WARTHER CARVINGS, is a collection of the most beautiful scale model ships created from LEGAL antique ivory by David Warther who is a fifth generation Swiss carver. I have talked with people who have unfortunately missed seeing the ships largely, I think, because when they read the word CARVINGS on the sign they think of wood carvings and the \$4.00 admission fee and pass them up. The only wood carving in the building is a large scale, beautifully carved model of a Navy, WWII, Voight Corsair aircraft.

Inside of the building, which is air conditioned, there are a number of pedestals bearing temperature controlled glass cases each containing one of the ships of ivory. Some are on turntables which slowly revolve and some are fixed and each has a magnifying glass attached inside the case so that the beautiful detail may be seen more closely. Mr. Warthers project is to create a history of ships in ivory similar to the August Applebee collection of ships in wood which may be seen at the Mariners Museum in Newport News, Virginia.

The ships are built to scale and all parts are of ivory. All rigging lines and ropes are turned down to size by hand from square stock that is quite brittle, in an ebony block that is about 1" thick, 8" long and 5" wide and in the top of which is a series of grooves of diminishing depths running lengthwise of the block. Starting with a piece of square stock in the largest groove he files it into a round shape. Then goes to the next groove until he has a piece of round stock of whatever diameter he requires. This is similiar to our drawing a piece of wood through a drill gage holes of various diameters. He can draw the ivory down until is is so thin that it can be bent almost double without breaking.

His carving is beautiful to see. It reflects, I would expect, a native Swiss ability to create things like watches etc. His deck planks and hull coppering are scrimshawed and his parts are held in place with small pins rather than with glue. What glue he does use is Elmer White as it is the only glue that will adhere to ivory. Many of his rigging blocks are working models. His models are mounted on

blocks of ebony which is the hardest wood that is known; so heavy that it won't float.

David Warther has a glass enclosed shipyard(workshop)in which he works in view of the public and where his extensive array of tools can be seen. He gets his ivory from estate sales.

He makes himself available to the public to answer questions and to talk about ivory and his ships with them. I spoke with him and left my card and he told me that he had heard of the SIBAA. On a chalk board inside of his workshop is the name USS CONSTITUTION on which he is presently working and the intended date of completion. He does not sell his models.

I learned from someone who had talked to him that he covers his mistakes when he can by placing some object like a barrel over it. Now there is a builders tip for you to remembers.



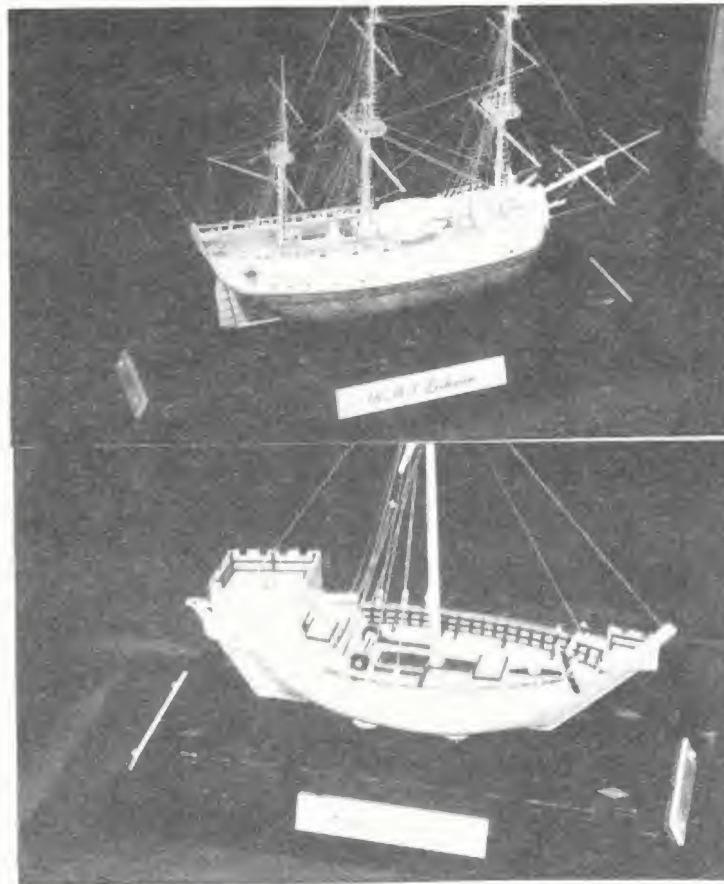
Photo above-lower left- " Golden Hinde ".

Upper Right - " Half Moon ".

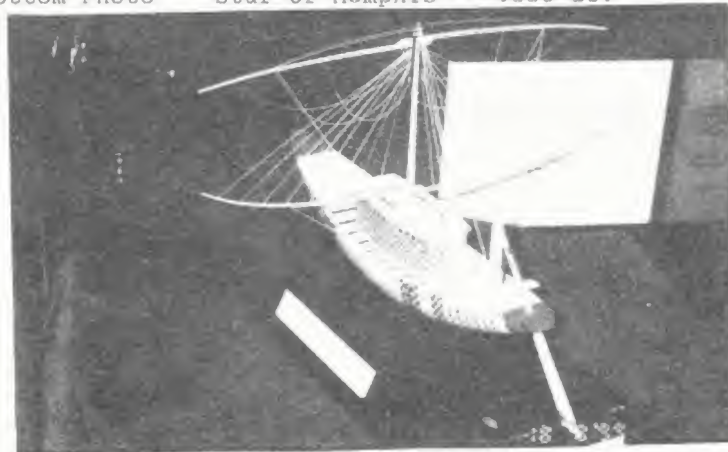
Photo Below- " H.M.S. Bounty ".



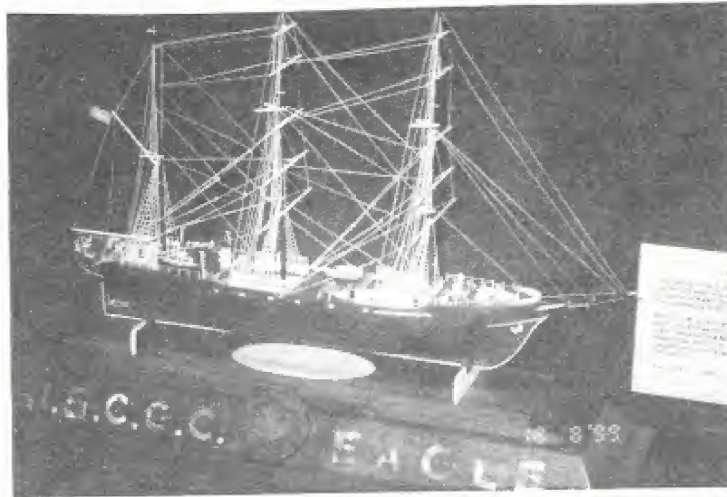
SHIPS OF IVORY



Top Photo- " H.M.S. Endeavor ".
Middle Photo- " City of Elbing ".
Bottom Photo- " Star of Memphis "- 1350 BC.



SHIPS OF IVORY.



Top Photo- "U.S.C.G.C. "Eagle "
Bottom Photo- " Vought-F4U Corsair ".

And finally, in response to Don Hubbard's call for someone to replace him as Treasurer/Membership I am pleased to announce that Don has found Adam Mello of Calistoga, California willing to take on the duties of Treasurer and George D. Villiers-Furze to handle Membership Chairman.

I welcome both of these men to the Association Staff in behalf of the membership.

And in behalf of the membership and myself I thank Don for eighteen years of dedicated service to our Association of which Don is a co-founder. Don will continue as a valued member.

First graders are the only ones who think it's neat when their teeth fall out!

Here is a recipe for creating a nice yellowish stain and rust paint from vinegar and steel wool. I use it quite a bit on wood model railroad buildings and bridges.

Sweet and Sour Weathering Mix

1 pint cheap white vinegar, one or two steel wool balls, put in GLASS jar with a PLASTIC top, leave 3-4 days until steel wool is gone. Strain through paper coffee filter, that's it. I did this in a slightly different manner several years ago and am still using the weathering solution with great results -- plus some side benefits.

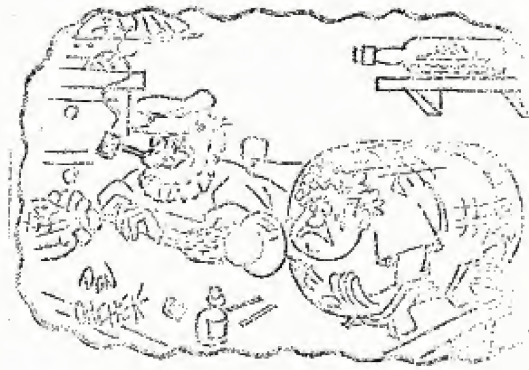
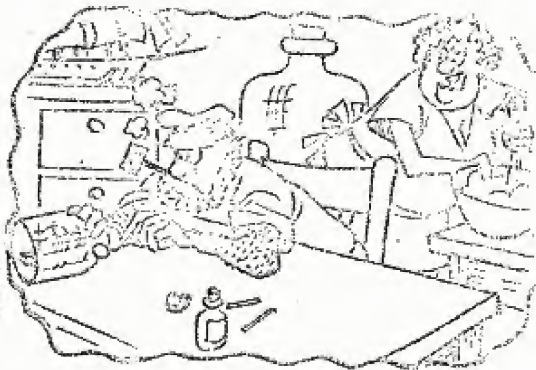
I bought a quart of white vinegar, and kept adding steel wool to the bottle, one pad at a time, until no more would dissolve with the bottle cap on within a 10 day period. At that time, I assumed the solution was neutral and no longer acidic. I opened the bottle every day to let the built up gas escape so the solution would not "boil" over. I then used a siphon to move the clear upper portion (the remaining rust settles to the bottom of the bottle) into a separate container. I took the remaining rust in the bottle and mixed it very well about half and half with a solution of one part rubbing alcohol to three parts water. I poured this rust solution into an equal portion of flat finish latex polyurethane varnish, sealed the container, and let it sit for a week. After cleaning the now empty vinegar jar, I poured the sweet and sour weathering mix back in (nearly 3/4 of a quart) and it has lasted very well and provides tremendous weathering effects, particularly when coupled with a final light wash of black shoe dye dissolved in rubbing alcohol.

After about a week or so, I strained the polyurethane - rust mix through a piece of screening to remove the chelates that had formed as well as any remaining steel wool solids. I now have nearly a half pint of rust stain that bonds well to all surfaces and is just that -- rust. It is extremely realistic because it is the real thing and since a little bit goes a long way, has lasted and will last for quite some time.

Also I would be interested in being contacted or maybe some one could write an article on split hull ships. I enjoy and marvel at Juan Rodriguez del Barrio and Bernd Braatz sibs. Although I am a relative newcomer to the hobby someday I would like to do a project like either of these two gentleman.

Thanks again keep up the good work.

Alan Barraclough



S.I.B. HOBBY CUTTERS.

By Jack Youngblut.

To cut threads (rigging , and erection threads) one must have a sturdy sharp edge cutting tool to remove the unwanted threads . I use # 12 or # 14 copper electrical wire, taken from 3 wire romex cable. These pieces or lengths of wire can be cut to various lengths to fit the length of the bottle you are working in. I also use disposable razor blades with the plastic removed. The plastic end covering of the copper wire is removed, the end bent . Insert the razor end and crimp the wire to hold the blade at the angle you prefer or need. Then cut the blade to the desired length or shape (pointed or square). The wire that is still covered by the plastic can now be bent to get into difficult places or angles.

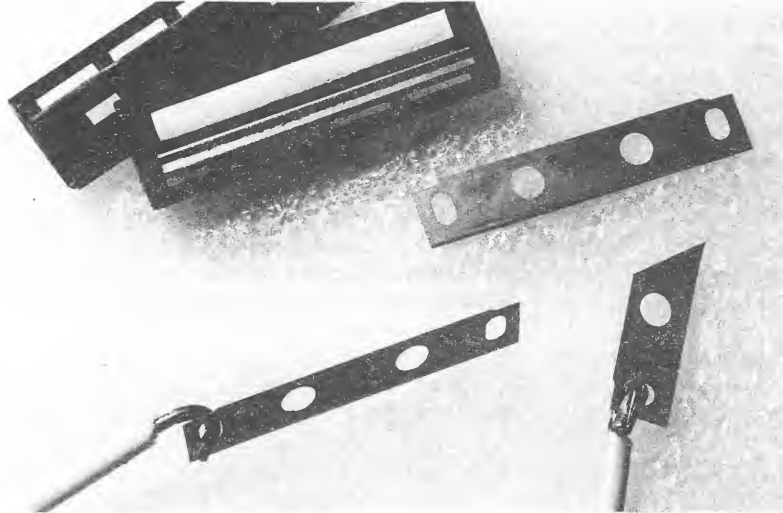
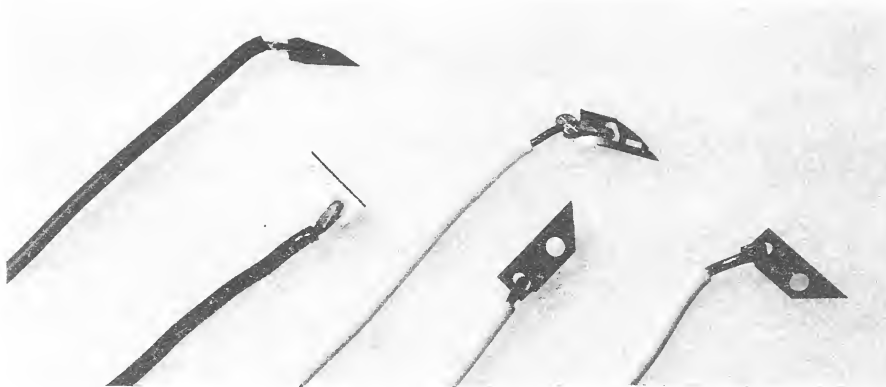


Photo above - Blade removed from disposable razor , plastic end cover removed and wire bent through razor blade prior to cutting blade to the length you want or need.

Photo below- shows various styles of cutting tips. Wire can be bent to various angles to reach hard to get to spots. Wire can also be cut to longer lengths to fit longer bottles.



PATRICK O'BRIEN.

Famous Novelist Dead at Eighty Five.

by F.J.Skurka.

Patrick O'Brien, the English writer of over 26 books, twenty volumes of which were the chronicles of a British Sea Captain, Jack Aubrey and his Irish-Catalan Surgeon-spy friend Stephen Maturin, Passed away recently in Ireland. He was very popular here and abroad and is ranked as one of the best epic novelists of the twentieth century. His work was often compared to Herman Melville for his scope of his historical novels of life in the British Navy during the Napoleonic Wars and to other famous writers for his use of language. He wrote his first Aubrey-Maturin book in 1968, and finished the last, number twenty, last fall.

During his career, he sold 3 million books, gained fame and fortune, as well as popularity, despite being a secretive and reclusive man. A secondary industry grew around his novels: A cookbook with recipes, a CD with the favorite music of the heroes, high masted sailing guide books, an atlas and a dictionary explaining nautical, scientific and medical terms of the period 1800-1820; There's even internet discussion groups.

There are some very intriguing and mysterious discrepancies in his official biography; he kept his life hidden up to the end. The Irish media reported he died on Sunday, 9 January -00 at Trinity College in Dublin. The British Embassy in France, where he lived, said he died on Tuesday, 11 January and the news was not reported until Friday, 14 January. No official cause of death was mentioned. His body was transferred to Colliovre, a small town on the Mediterranean, in the Catalonia region in North East Spain, close to France where he lived since 1949. For 50 years, O'Brien claimed to be an Irish-Catholic born in Galway, when in fact, he was a Protestant Brit, born in Southern England in 1914. His true name was Richard Patrick Russ, eighth of nine children of a **Doctor-father** of German ancestry.

Most writers feel that as a young author, he wanted to re-invent himself and perhaps distance himself from the pack and the encumbrance of a large family. As Richard Russ, he was neither happy or successful. He had two children by his first wife and a Daughter with Spina Bifida who died at the age of 3. His early books did not do well.

In World War II, he worked as an Ambulance driver and then for British Intelligence where he pushed a pencil in an office in London. In 1945, he married Frieda Mary Wicksteed and changed his name to Patrick O'Brien. They had no children and in 1949, they moved to Colliovre, where he made a meager living as a translator and writer. Mary died in 1998.

There is much speculation as to his motives. His fictional character Stephen Maturin is an Irish-Catalan and a Doctor-Surgeon spy and O'Brien changed his name while living in Catalonia in the French section. The first Aubrey-Maturin book, "Master and Commander" came out in 1968 and he cranked out a new story approximately every 18 months. The series, involving historical fact, concern Jack Aubrey, a yellow haired, bluff, large open hearted, brilliant and courageous English seaman who has a great talent for mathematics, astronomy, navigation and a love of the violin; and the small not so handsome, secretive, surgeon, doctor, naturalist, spy-Stephen Maturin who is a bumbling landlubber, linguist and expert duelist.

Despite a hairy beginning, they become fast and loyal friends and in the next 19 books, travel around the world many times, fight every body and his brother, on land and sea. From Indonesian pirates, to the French and Americans. This relationship and their friendship is seen by many as one of the greatest male bonding and friendships in literature. Some of the comments of the literary critics: "Heir to the greatness of Conrad and Melville" -Wall Street Journal.; "O'Brien's writing soars above Marryat's or Forester's" Boston Sunday Globe; "The best historical novels ever written" - New York Times. He will be missed.



SPINDRIFT BY E.J. SKURKA

The cyberworld and computer age has given us a lot of new and wonderful goods and services- no doubt about it. However, it's also given us those pesky , troublesome, price and bar code labels, which make life miserable with one more petty annoyance. Usually, they must be scraped off with a razor blade scraper and they always leave a sticky, gooey, deposit that doesn't come off with thinner, alcohol or lacquer solvent. The only thing I found to solve this problem, is a citrus product called " Googone", local craft and hardware stores (if they keep abreast of new products) carry it. This product removes: stickers, make-up, oil, wet paint, scuff marks, shoe polish, tree sap, asphalt, candle wax, tape, glue and grease.

It cannot be used on silk, leather, suede or rubber. As with anything like this- test all surfaces on a hidden area before using. The model railroad folks use it for track and wheel cleaning. I mail ordered an 8 ounce bottle for \$5.00 plus shipping from: Center Line Products, Inc., 18409 Harmony Road, Marengo, Ill. 60152. Telephone: (815) 923-1105. The Manufacturer is : Magic American Corp. Cleveland, Oh. 44122. Telephone: 1-800-321-6330.

Every modeler is familiar with the " White Glues " such as : " Elmer's glue-all" and "Titebond". Another glue is " Twice as tacky glue". It is similar to the afore mentioned products but has slightly different properties . It; dries clear and flexible, forms a permanent bond, is not affected by heat or cold and can be used on paper and fabric (good for sails). It can be thinned with water or thickened by freezing. Clean up with water. It's main feature is that it is much more tacky. It is made by Ducan Enterprises. Fresno, Ca. 93727. I paid \$1.95 in a local craft shop.

The finishing touches are being completed to the re-created slave ship " Amistad" which was created at Mystic Seaport as a floating ambassador . Two night " History in the making " packages with lodging and admission for two at Mystic and to the Mashantucket Pequot Museum and research center, are available until April 30th. Cost \$125. Plus tax per couple, mid week and \$199. weekends. (call 1-800-my-coast) Note; Nothing at Mystic is cheap. The vessel will be launched March 25th , and masts will be stepped and cordage rigged, so that the July 2nd sailing date can be met for the trip to New York Harbor for the fourth of July op sail. The ship will sail Connecticut waters for a year, then sail internationally to promote justice, tolerance and friendship (meaning of the Spanish word Amistad).

Exhibits at Mystic depict the history of the ship that brought 35 survivors to freedom after a mutiny and legal battle that was decided by the U.S.Supreme Court as described in the Steven Spielberg film "Amistad".

The vessel had to be modified to conform to the U.S.Coast Guard requirements and the American Bureau of Shipping (ABS) regulations, for sailing vessels carrying passengers. The addition of an engine also changed the ship's configuration.

Oriental restaurants usually furnish chopsticks to their diners; in most cases you have to ask for standard utensils. A good place will give you bamboo chopsticks: 8" long $\frac{1}{4}$ " diameter tapered to $\frac{1}{8}$ ". When split , these make good masts and yards. Lesser establishments provide 8" sticks which must be split to use , which also taper to $\frac{1}{8}$ " when split. They measure $\frac{1}{4}$ " x $\frac{1}{8}$ " at the top. A soft white wood, (Basswood). These are great for making small boats and deck furniture.



MODELER'S LEXICON BY F.J. SKURKA

- BIGHT** : That part of a line which hangs in a curve or loop. Also, an indentation in a coast line which is generally larger than a bay.
- BILANDER**
(BILLANDER) : A small two masted merchant ship of the 17 & 18th Centuries, used in the North Sea and the Mediterranean, lanteen rigged on the mainmast and rigged with a square course and square topsail on the foremast.
- BIG TOPSAIL** : A large square topsail rigged from a yard above a fore and aft gaff mail sail, found on old schooners and yachts.
- BILBOES** : Long bars or bolts, padlocked on the end with sliding shackles used aboard ships to hold the legs of prisoners; similar to stocks. When used- known as " Putting a man in irons". Named after the steel forged at Bilboa, Spain.
- BILGE** : The longest interior part of the hull on either side of the keel, which is almost horizontal, where water collects.
The area (both sides) , is known as " The bilges ".
The turn of the hull below the water line; if the curve is sharp, the vessel has " hard or sharp " bilges; if the curve is slow, the bilges are " easy " or " slack ".
Also , that part of a cask having the greatest diameter is the bilge.
- BILGE BLOCKS** : Are wood blocks hauled under a vessel's bilge in drydock, before the water is pumped out, to support the ship as on a cradle. Bilge block chains pass from the inner bilge block ends to the opposite side of the drydock and are used to haul the blocks close under the hull as she settles onto the keel blocks. Similar supports are used when a vessel is hauled on a marine railway. These blocks are also known as bilge shores.
- BILGE BOARDS** : Board's or covering over the bilges to protect cargo from collected water and to prevent anything from falling into the bilge water and fouling the suction to the bilge pump.
- BILGED** : A vessel stove in or holed at or near the bilge. Also, for nautical cadets and midshipman- to fail an examination or to be dismissed from an institution. " Bilged out " means to fail.
- BILGE KEEL** : Longitudinal stringers or projections, one on each side of the vessel, parallel to the main keel just at the turn or just below the turn of the bilge and projecting downward.
They act as supports and strengthen the hull, especially when the hull is being built or when in drydock. They also provide lateral resistance when the ship is in a seaway and serve to reduce rolling. In sailing vessels, they grip the water and allow the ship to hold a better wind. I've heard old timers refer to these keels as " rolling chocks".
- BILGE KEELSON** : A length of wood running fore and aft; over and connecting the frames in wooden boats.
- BILGE WATER** : Water which comes from condensation, rain or breaking seas, leaks or other internal sources which runs down and collects in the bilges. It becomes foul and noxious. In the old days (wooden ships) it was known that men became asphyxiated by the foul smell of bilge water.
- BILGE WELL** : A well constructed so that bilge water would run into it, be collected and then pumped out of the vessel.
- BILGE PUMP** : Specially designed pumps fitted with strainers (to prevent stoppage) which are used to pump bilges.



HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$20 surface, \$30 airmail.

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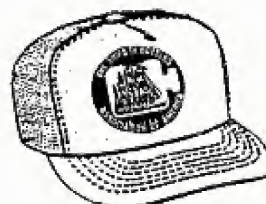
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Thanks to contributors Ted Cantor, Denis Eddins, Kelley
Hannan (via NFJ), Lou HWA, Ed Parent, Fred Walls, Jean
Eckert of So. Bay Model Shipwrights & Art Nyberg (via
Tampa Bay Ship Model Society "Ship's Log"
Newsletter).

If you have additions or corrections, please forward to:
Irwin Schuster, Editor, USSCMSG/NE, Broadside!
27 Chatham Way, Lynnfield, MA 01940
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Just in case you weren't feeling too old today, this will certainly change things. Each year the staff at Beloit College in Wisconsin puts together a list to try to give the faculty a sense of the mindset of that years incoming freshmen. Here is this year's list

The people who are starting college this fall across the nation were born in 1982. They have no meaningful recollection of the Reagan Era and probably did not know he had ever been shot. They were prepubescent when the Persian Gulf War was waged. Black Monday, 1987 is as significant to them as the Great Depression. There has been only one Pope. They were 11 when the Soviet Union broke apart and do not remember the Cold War. They have never feared a nuclear war. They are too young to remember the space shuttle blowing up. Tiananmen Square means nothing to them. Bottle caps have always been screw off and plastic. Atari predates them, as do vinyl albums. The expression 'you sound like a broken record' means nothing to them. They have never owned a record player. They have likely never played Pac Man and have never heard of Pong. They may have never heard of an eight track. The Compact Disc was introduced when they were one year old. As far as they know, stamps have always cost about 33 cents. They have always had an answering machine. Most have never seen a TV set with only 3 channels, nor have they seen a black-and-white TV. They have always had cable. There has always been VCRs, but they have no idea what BETA is. They cannot fathom not having a remote control. They were born the year that Walkman were introduced by Sony. Rollerskating has always meant inline for them. Jay Leno has always been on the Tonight Show. They have no idea when or why Jordache jeans were cool. Popcorn has always been cooked in the microwave. They have never seen Larry Bird play. They never took a swim and thought about Jaws. The Vietnam War is as ancient history to them as W.W.I, W.W.II and the Civil War. They have no idea that Americans were ever held hostage in Iran. They can't imagine what hard contact lenses are. They don't know who Mork was or where he was from. They never heard 'Where's the beef?', 'I'd walked a mile for a Camel.', or 'de plane, de plane'. They do not care who shot J.R. and have no idea who J.R. is. The Titanic was found? They thought we always knew where it was. Michael Jackson has always been white. Kansas, Chicago, Boston, America, and Alabama are places, not groups. McDonalds never came in Styrofoam containers. There has always been MTV. They don't have a clue how to use a typewriter.